

## CONVERSATION



# WE TEACH MORE IN ONE LESSON

French, German, Italian, Spanish

THE EASY METHOD

Day and Night

THE QUICK METHOD

Class and Private

THE BEST METHOD

Terms Reasonable

THE ONLY METHOD

## CONVERSATION SCHOOL OF LANGUAGES,

732 14th Street N.W.

By Prof. Bungart's Wonderful Demonstrative Conversation Method than you can learn by any other method, or in any other school, in three or four lessons — AND WE CAN PROVE IT.

### Trial Lesson Free

You will be astonished after taking one lesson how easy it is to learn any of the above languages by this wonderful method. You may not believe it if we tell you that you can speak German—some German—after one lesson. But it is really so, and we want to convince you by a trial lesson without cost to you. You can do the same in French, Italian or Spanish.

Look for the Name—Dr. White

## Do You Suffer From Aching, Ailing Teeth?

If you do, come to me without hesitancy. There is no pain here. I banish it from all my dental work. My treatments are thorough in every detail and my terms of payment are most easy. The sooner you realize the fact that I am the man to help you the happier and healthier you will be.

Fillings in Gold, Silver, Platinum and Porcelain.  
50c and \$1  
Gold Crowns and Bridge-work,  
\$3, \$4 & \$5

My Anchor Suction Teeth They Never Slip or Drop \$5 a Set

DR. WHITE  
407 7th St. N.W.

Opposite Woolworth 5c and 10c Store.  
Sundays, 10 a.m. to 1 p.m.  
Open Evenings Until 8 o'clock.  
Telephone Main 19.  
DR. SMITH. DR. FREIOT.

## ENGLAND AGAIN FEARS GREAT RAILROAD STRIKE

Royal Commission Fails to Solve Problem Confronting Employes and Workmen.

Special Cablegram to The Star.  
LONDON, November 11.—As was to be expected, the recent royal commission, appointed to solve the great railroad question, has proved a complete failure, and the whole country is once more in a state of unrest which will probably culminate in another general railroad strike before Christmas. The conservative papers are trying to make it appear that the railroad employes are going back on their word to abide by the decision of the commission, but it appears that no such promise was given, and besides it is generally conceded that it is absolutely impossible for the men to live on the wages they are now receiving, as the cost of living has greatly increased of late.

The railroad companies point to the fact that they are paying only a very small dividend to their stockholders, and that they cannot possibly afford to pay higher wages. This is partly true. The fact is, however, that there is in England an incredibly large number of railroad directors and high officials who, though performing no duties or services whatever, receive big salaries. This is a great strain on the companies.

ional of these rumors is that the government intends to take advantage of the fact that a passed considerably more than half a century ago providing for the municipal ownership of all the railroads of the country, a plan that was advocated by the late Mr. Gladstone many years ago.

**Clearing House for Schools.**  
A clearing house for school children is the latest idea of the London county council's education committee.

The object of the proposed new institution is to have local care committees, all connected with a clearing house, look after graduating children and place them in suitable occupations.

At present local committees have for some time been engaged in this work, but their efforts have not been very successful, because there has not been sufficient co-operation with the board of trade, and the staffs of the juvenile courts have not been sufficient in quantity or quality.

Schools for post office messenger boys have been opened at nine post offices and in eighteen evening schools, with attendances of over 2,000.

## THE SUNDAY STAR

Tuesday's Election Productive of Several Surprises.

### NORMAL SCHOOLS' HOODOO

Three Solons Who Secured Them Defeated at Polls.

### SALOON FIGHT IS NOT OFF

Demand for State-wide Submission Will Be Pressed at Legislature's Next Session.

Special Correspondence of The Star.  
RICHMOND, Va., November 11, 1911.  
Several surprises have developed since the election of last Tuesday. Among them the defeat of Senator George B. Kezel of Rockingham, who was a candidate for the office of county treasurer, by a republican. The fight was bitter and there were four candidates—two democrats, a republican and an independent. The split in the democratic camp resulted in the election of the republican.

Williamson, one of the aspirants for the place, demanded a county primary. This the Kezel forces declined to allow, and so Williamson entered the race and got enough votes to work the defeat of Kezel. Kezel was for years chairman of the senate finance committee and had been a factor in state politics.

In this connection it is worthy of note that three members of the legislature who succeeded in getting normal schools for their towns were defeated. Deleate Goodrick of Spotsylvania worked a school through for Fredericksburg, and the next election he was retired to private life. Then Delegate Charles A. Johnston of Montgomery got a school for Radford and following a factional fight he was defeated by a republican Tuesday last, and Senator Kezel, after defeating a school for Harrisonburg, was defeated for the office of county treasurer.

It is already being bruited about that the school at Radford will be allowed to rest awhile before actual work is begun. A bitter fight followed the selection of a site by the trustees of the latter school and it is believed that the matter figured in the defeat of Mr. Johnston.

Another surprise is that the ninth congressional district has cut loose from its republican proclivities, and several democrats have been returned to the legislature. Senator A. T. Lincoln of Smyth, one of the best known republicans in the state, a gentleman of influence and successful in business, was defeated by a democrat by a majority of more than 1,200.

**State-Wide an Issue.**  
All idea that the prohibition element would not make a fight to have a state-wide submission bill enacted at the coming session of the general assembly was shattered by the declaration made by one of the dry men that the intention is to force the issue. The claim is made that there is no question that state-wide prohibition will be provided, the only question being as to what will be the restrictions as to the electorate, when the matter shall become effective and when the vote shall be had.

There is division on those points. The whisky element wants the vote postponed as long as possible so that the electorate can be collected. That same element would also delay the vote as long as possible. There are some who think that the electorate as it stands when the matter is enacted shall be allowed to vote. The belief of the temperance folks is that it is no longer a question of enacting the measure at the hands of the dominant party, but solely as to the safeguards for taking the vote. It will be proposed that Richmond and Norfolk shall be eliminated from the contest and they be allowed to sell liquor, but to prevent the sale in any other county or city in the state.

**Monument to Van de Vyver.**  
Catholics of the city have organized an association having for its object the building of a monument to the memory of the late Bishop A. Van de Vyver, whose death occurred a month ago. The movement is headed by Col. John Murphy as president and John J. Blake as secretary.

It is intended that the monument shall be erected on the site of the old city hall in the next ninety days and to have the monument in place and ready for dedication next November, on All Souls' day.

The movement is very popular and many Protestants will contribute to the fund the bishop being greatly beloved by all classes.

### Enforcing Labor Laws.

Believing that an effort was being made to nullify the labor laws of the state as regards the working of women more than ten hours in any one day was impending, the executive board of the State Federation of Labor has directed its attorney, Richard E. Byrd, to appear in all cases where violations of the law are reported and to see that the laws are upheld in every way.

Recently in this city two firms were fined for working their employes in suit and cloak departments thirteen hours, the contention being that the women were not in any sense employed in factories in the meaning of the act. The cases have been appealed, and as they are to be made tests it is anticipated that the laws are weak that they shall be strengthened forthwith. All the labor bodies of the city are commending the department of labor for its activity in the matter, and the Equal Suffrage League has given its support to the department. The agents of the department are working in various parts of the state at this time.

### New Bank Organized.

Within the last two weeks there was a suggestion by a number of progressive and substantial business men that there was need for a new bank in Richmond, and a subscription list was proposed. The idea was to begin with a capital stock of \$250,000, and when the lists were opened it was found that the issue would have to be at least \$250,000 and that amount of stock will be issued.

The bank will be known as the Bank of Savings and Trusts, and will begin business at an early date. All the banks in this city are doing an immense business and are paying handsome dividends.

### SCHOONER CHANGES HANDS.

**Two-Masted to Be Brought to Chesapeake Bay.**  
The two-masted schooner Ruth Decker, which has been employed in waters in the vicinity of New York, is to be brought to Chesapeake Bay for service between North Carolina points and those on tributaries of Chesapeake Bay.

The vessel was recently purchased from her owners in New York state by Capt. R. A. Midgett of Elizabeth City, N. C., and he is now in New York to take possession of the vessel, in order to bring her south. The Ruth Decker is a vessel of 122 gross tons and 85 net tons register, and was built at Port Jefferson, N. Y., in 1876. She is 96 feet long, 27 feet beam and 6.6 feet deep. Sag Harbor, N. Y., is her present home.

## THE SUNDAY STAR

Better Highways Factor in the Cost of Living.

### BILLS BEFORE CONGRESS

Solons Propose That Uncle Sam Shall Aid the States.

### COUNTRY-WIDE IDEA OUTLINED

System of National Boulevards Proposed by Senator Cullom—Projects Suggested by Others.

With the contention that the eggs and butter that go into the breakfast table, the flour that goes into the bread and the beef and potatoes that go onto the dinner table will be made cheaper under the proposed highway bill, the passage of a bill appropriating money from the Treasury for the construction of public roads throughout the United States.

The opening gun of the campaign is to be fired next week, when road improvement enthusiasts from all sections of the country are to gather in conference in Richmond, Va., and the shot fired at that conference is expected to reverberate so impressively throughout the land that Congress will consent to have some of the fifty lures shaken from the country's pockets.

### Objects of the Promoters.

It is proposed by this plan of tapping the federal till to do away with the mud tax—the tribute that is exacted from the farmers and market gardeners by bad roads at the close of each market day. It is an improvement on railroads, making possible the carrying of larger loads at quicker speed, has cut down the freight rates, and just as the improvement of rivers and harbors, providing for larger boats and better terminals, has slaughtered water transportation rates, so, it is claimed, the improvement of highways in the way of cutting down grades, wiping out mud holes and straightening curves will reduce the cost of hauling his product more cheaply and thus insure reductions in the prices of the products of the farms to the struggling salaries of the city wage-earner.

It is altogether fitting that the United States government should spend money for the improvement of the highways, for the entire financial burden and responsibility, it will be argued because Uncle Sam has already spent hundreds of millions in improving water highways, because the United States government has poured out its funds in behalf of roads in Alaska and the Philippines and the Canal Zone, and because Uncle Sam is also making much use of the highways of the various states in delivering mail.

### Power of Congress.

Nor is such an expenditure a violation of the federal Constitution. It will be maintained by Congress has the power to establish highways in every state and territory of the United States for mail, commercial and military purposes under the interstate commerce clause. The war clause, which authorizes the establishment of post roads, is conceded that the states and territories have a responsibility in the construction and maintenance of good roads, but the federal government is not to be compelled to have Uncle Sam spend money for road building only in states which agree to spend out of their own funds an equal amount. Still others propose to compel the counties also to contribute another share equal to that of the national government. Some only propose that the money Uncle Sam gets from the sale of public lands in their states shall be devoted to road construction, much as it has been devoted, in some states, to irrigation.

That the national government shall not expend anything from the states benefited is the proposition put forth by one group of advocates. It is just as much the duty of the states to provide for the improvement of their roads, without conditions, as for river and harbor improvements, they argue, and the public duty to provide for the improvement of their roads is no longer recognized that it is no longer questioned.

### Proposed Legislation.

About thirty bills will be before Congress, when it meets the first Monday in December, proposing as many different plans for the use of money from the federal Treasury for road construction. All of them are backed by enthusiasts both in Congress and out. They propose, too, varying amounts of appropriations, running from a few thousand to be used for experimental purposes to \$100,000,000.

Some propose the construction of magnificent boulevards the length and breadth of the country, to put the federal money to use for rural free delivery and star routes in passable condition in good and bad weather, and will provide for the construction of a network of miles of objectless highways in different parts of the United States to serve as an inspiration to the states and territories which are to be chosen with a view to connecting with similar roads in adjoining states to form a continuous system of national roads.

**Measures Similar in Provisions.**  
Bills introduced by Representatives Cox of Indiana and Campbell of Kansas proposed a similar plan, except that only \$25,000,000 in the case of the latter, and the other is intended to be appropriated, and the commission to be in charge is to have three members and to be a part of the Department of Agriculture as a bureau.

A feature of a measure along the same general lines, but much more specific in its provisions, is that of the Maryland bill, which provides for the federal registration and licensing of automobiles that use the roads.

When licenses are issued to operators of automobiles by the federal bureau they are to contain the photographs of the operator and a description of him. In case of accidents, the drivers of automobiles that are federally licensed are to be held responsible to stop and furnish their names and addresses to the persons injured, or to any one else on the scene.

Another bill, introduced by Senator Cullom of Illinois, is to run from Washington to Philadelphia, Trenton, New York city, Hartford, Boston and Concord to Portland, Me.; the Lincoln highway through Chicago to Seattle, Wash.; the Jefferson highway to San Francisco, Cal.; the Monroe highway to New Orleans, La.; the Lee highway through Savannah to Miami, Fla.

The bill specifically calls for the appointment of a national interstate highways and good roads commission to determine the location and cost of construction of these seven great interstate highways. On that commission is to be the President of the United States, who shall be chairman; the Secretary of Agriculture, the Secretary of War, the chief of engineers, U. S. A.; three United States senators, four representatives and two residents of the District of Columbia, to be appointed by the President; seven members of the Engineering Council, to be appointed by the Society of Civil Engineers of the United States and to be appointed by the President.

### Duties Imposed.

One of the duties of the commission is to accept places on the proposed commission will be to go before state legislatures and municipal bodies and urge the importance of national interstate highways and good roads.

The expenditure of \$148,000,000 is estimated by the bill as involved in the construction of these roads, but the measure would provide at this time only for an appropriation of \$1,000,000 for the creation of a national road commission.

Most of the bills now before Congress, however, propose the cooperation of the United States and the various states in road building, and conspicuous among them is the bill introduced by Senator Sutherland of Utah and Representative Howell of Utah. They propose the creation of a national road commission of five members, to be appointed by

## MOVING. PACKING. STORAGE.

W. B. Moses & Sons.

HARMLESS FURNITURE POLISH.

SOFA CUSHIONS.

# Leather and Craftsman Furniture.

Pieces for Thanksgiving Comfort That Will Last All Your Life.

These are all new goods, from the leading makers, just received in our fall shipments, and are of a grade which we are proud to show to our patrons.

## Leather Furniture Craftsman Furniture

In Oak and Mahogany. In Fumed Oak Finish.

Chairs.		Rockers.		3-Piece Suites		Craftsman Chairs.		Davenports and Settees.	
Were.	Nqw.	Were.	Now.	Were.	Now.	Were.	Now.	Were.	Now.
\$33.00	\$26.00	\$45.00	\$37.50	\$125.00	\$75.00	\$8.50	\$7.85	\$50.00	Davenp't \$45.00
32.00	25.00	54.00	44.00	120.00	80.00	4.75	4.25	100.00	Davenp't 88.50
35.00	25.00	50.00	40.00	150.00	75.00	38.00	33.00	65.00	Davenp't 57.50
67.00	49.50	35.00	28.00	152.00	95.00	27.00	23.40	80.00	Davenp't 69.85
20.00	12.00	30.00	20.00	120.00	80.00	31.00	(Morris) 28.50	70.00	Settee 58.00
42.00	36.00	42.00	36.00	160.00	137.50	37.00	31.00	70.00	Settee 43.75
65.00	45.00	32.00	19.00	210.00	167.50	17.00	12.50	27.00	Settee 24.50
55.00	44.00	70.00	54.00	225.00	185.00	15.00	13.10	37.00	Settee 32.85
44.00	22.00	61.00	49.50	320.00	245.00	15.00	12.00	21.00	Settee 18.00
32.00	19.00	24.00	16.00	160.00	120.00	11.00	8.00	50.00	Settee 43.00
50.00	42.00	54.00	46.00	Odd Pieces.		16.00	9.00	28.00	Settee 24.40
70.00	54.00	54.00	27.00	113.00	92.50	27.00	24.50	15.00	Settee 12.50
30.00	25.00	55.00	27.50	112.00	97.50	28.00	24.45	70.00	Sw'g Set'e 35.00
50.00	42.00	42.00	36.00	190.00	167.50	24.00	(Morris) 21.65	Craftsman Rockers.	
46.00	35.00	32.00	24.00	172.00	149.50	10.00	7.95	\$6.50	\$5.25
51.00	41.00	34.00	27.50	115.00	92.50	50.00	China Case 40.00	10.00	9.25
54.00	44.00	50.00	39.00	110.00	89.50	84.00	Buffet 65.00	30.00	25.00
30.00	24.65	45.00	37.00	85.00	57.50	60.00	Chiffonier 48.50	9.00	5.50
32.00	24.00	65.00	49.85	60.00	30.00	40.00	Couch 36.00	23.00	17.50

## Finest Plain Color Carpets and Rugs.

New lines of beautiful solid color floor coverings—all of the highest grades of domestic and imported weaves.

Plain Domestic Terrys, 75c to \$1 per yd.  
Plain Velvet Carpets, \$1 to \$1.75 per yd.  
Plain Plush Wiltons, \$2.50 to \$3.50 per yd.  
Plain High-Pile Carpets, \$2 to \$5 per yd.

Austrian, Scotch and English Chenille Axminster Carpets and Rugs made to order; any color and design to meet any requirement. Beautiful plain and self-tone effects in these high-class fabrics. Made to fit any size room; seamless.

\$8 to \$20 per yd.

Hand-tufted Austrian, English and German Carpets and Rugs; made in plain, self-tone and oriental effects.

\$10 to \$35 per yd.

F and 11th Streets. W. B. Moses & Sons Founded 50 Years.

the President, and to receive \$7,500 a year, with principal offices in Washington. The modest sum of \$100,000,000 is to be made up of it to be made available annually, to be expended in permanent road construction work. The money to be appropriated from the national treasury for the expenditure of an equal sum out of their own treasuries, and the states and territories are to be chosen with a view to connecting with similar roads in adjoining states to form a continuous system of national roads.

**Arguments Advanced.**  
How Uncle Sam is to be convinced is indicated in the bill offered by Mr. Bankhead, for the experiments are to be made, it specifies, for the purpose of ascertaining the possible increase in the territory which could be served by one carrier and the possible increase of the number of delivery days each year, the amount required for proper maintenance in excess of local expenditure for rural delivery routes and the relative saving in the cost of the transportation of agricultural and other products from the farms or other points of production to the usual market place by reason of such improvements.

Representative Byrnes has gone Senator Bankhead one better, by proposing a similar bill, but with the addition of money shall be used in the experiments. And Senator Simmons also has introduced a bill, which provides for the results of the experiments in road improvement, a report on the feasibility of a federal automobile tax on those machines engaged in interstate travel.

**Proposed by Senator Gore.**  
Another scheme for the improvement of the public road, to which the D. C. of Congress is necessary and will be asked, is to devote the proceeds or part of the proceeds of the sale or rental of public lands in specific states to the betterment of the roads in those states. Senator Gore wants one-half of the proceeds of the sale of public lands in Oklahoma to be used as a trust fund to be loaned to counties and subdivisions of counties, to be used for the construction of public roads in Oklahoma.

Representative Mondell would create such a permanent fund in Wyoming, the proceeds received from the sale of public lands in excess of \$10 and \$20 fixed by law, and that the proceeds to be used for the construction of public roads in excess of the minimum price of \$2.50 per acre.

Representative Taylor of Colorado would have Congress give each state in which public lands are now located, 250,000 acres of the lands, to be sold at not less than \$5 per acre, the proceeds to be used for constructing, improving and maintaining public highways.

Senator Gore would allow the rental of public lands and devote one-fourth of the proceeds to the public schools and public roads in the state.

Representative French would have Congress give each of the public-land states \$100,000, to be used for the improvement of the roads, at not less than \$10 per acre, shall be used for road betterment and extensions.

**National Government's Obligation.**  
That the United States government should pay the states for the use of the roads in delivering the mails is the proposition made by Representative Shackelford, through which he hopes to coax some of the gold out of Uncle Sam's Treasury to be used in paying highways throughout the various states. The rate of pay he proposes varies from \$80 per annum per mile to \$10 per annum per mile, according to whether the road is of macadam, compact gravel, clay and gravel, or just compact with a smooth surface.

Representative Sheppard of Texas proposes that Congress should take the office of public roads of the Department of Agriculture to advise with the proper state officials as to the proper methods of maintaining them in a passable condition throughout all seasons of the year and to co-operate with the state officials in other ways, be-

sides the construction of object-lesson roads for the improvement of such highways. Representative Hobson has proposed a general highway survey of the United States, an estimate of the cost of the improvement of the roads, and the federal Treasury used for the betterment of post roads and rural delivery routes.

**ATLANTIC CITY.**  
Special Correspondence of The Star.  
ATLANTIC CITY, N. J., November 11, 1911.

With even a trifling breeze to stir its vast expanse the rippling ocean, with the sun silencing its tumbling waters these superb autumn days, presents a startling scene of beauty that compels the thousands of Boardwalk promenaders to stop and gaze in awe at the mastery of it. Ten thousand and more acres of white-capped waves are within the eyes' range, and the true lover of the sea must needs stop to commune with the great work of nature and to breathe in the health-bringing air that is wafted across a thousand leagues of heavy sea.

The vast expanse of strand between the Boardwalk and the sea is not used only as a playground by the nothing-to-do visitor here for a pleasant rest, but is used daily by young men and boy athletes who come to the shore for practice in the bracing air that blows in from the sea. Daily the sands are occupied in spots by rugged young men in foot ball suits, chasing the pigskin up and down the sands and shouting wild signals that are capable and meaningless to the bystanders. Now and then the ball sails over the line into the ocean from an out-of-bounds kick, away the rest of the game, one of the players gets a salt bath to recover it.

The streets of Atlantic City were thronged with a delicious and enthusiastic crowd Tuesday night as the election results were received. A new man has been elected mayor—the first in sixteen years. The late Mayor Stoddard had been re-elected five times and had served the longest term of any mayor in the city. The thermometer reached 60 degrees last Sunday and the Boardwalk entertained more than 10,000 promenaders. The day was calm and the visitors enjoyed the best of fall weather. At least a dozen strangers took advantage of the trip to dip into old Neptune's moist and rather chilly domain. It was an ideal day for a visit to the resort.

Mr. and Mrs. Howard Crowley are at the Hotel Marlborough, and Mr. and Mrs. F. H. Kennedy, Mr. and Mrs. W. H. Dale of Washington are at the Hotel Marlborough.

**Death of William H. Small.**  
Special Dispatch to The Star.  
CUMBERLAND, Md., November 11.—William H. Small, aged sixty-two years, died yesterday afternoon at his home, 37 Decatur street, after an illness of four weeks. Mr. Small had the long record of thirty-seven continuous years as a boiler-maker in the employ of the Baltimore and Ohio railroad. He was a native of Frederick, Md., but had lived in Cumberland, nearly all his mature years. When a mere youth he enlisted in the regular U. S. Marine service in the Indian wars in Montana and elsewhere in the far west.

It is worth something to know the best thing to do to rid of skin eruptions, pimples, etc. when they appear; to quickly clear an inflamed complexion or red nose, or if eczema, acne, barbers' itch or stubble disease afflict you, to cure them without extended treatment. An acquaintance with Poslan is worth while whether at present afflicted with these troubles or not, for this perfect remedy tests the skin under all conditions more rapidly and more effectively than anything yet devised.